



Fog! Fog! Fog!!

Into the Lantern: A Lighthouse Experience opens June 17! See page 8 for details.



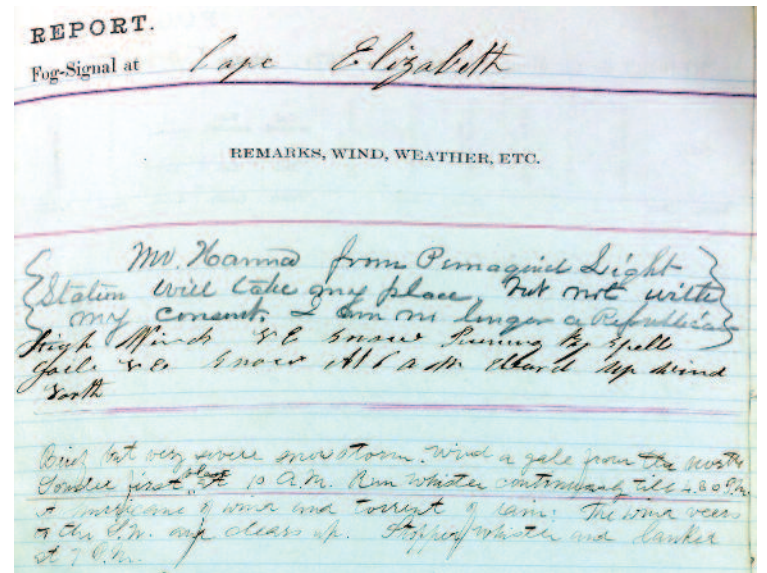
by Chris Hall,
Curator of Exhibits

So entered head lighthouse keeper Marcus Hanna in the Two Lights, Cape Elizabeth, fog signal log, August 26, 1873. Lighthouse keepers were not generally prone to exclamation marks; their duties were steeped in patient, saintly repetition. Sun down, light lit; sun up, light extinguished. Fog, unlike the predictably nocturnal ritual of lamp lighting, had to be dealt with not only during the day, but even through the night, as fog snuffed the light's visibility. And unlike throwing the silent majesty of a ray of light out into the firmament of heaven, a fog signal was a squalling fussy cousin of the gleaming prisms far above; fog meant the relentless ear-numbing bray of the signal, in Two Lights' case a steam siren — two 5-second blasts 8 seconds apart, sounding each minute. The coal boiler to raise the steam that howled through the siren had to be tended hourly, which at Cape Elizabeth meant a quarter-mile descent from the keeper's house on the ridge by the lighthouse down to the edge of Dyer Cove where the fog signal house had been erected in 1869.

In the log's column "*Time Whistle is in Use*", Hanna had logged August 25 — 21 hours, August 26 — 20 hours, August 27 — 22 hours, and August 28 — a mere 11 hours. A 20-hour stint required shoveling 1,200 pounds of coal (this consumption also logged.) In the "*Remarks, Wind, Weather, Etc.*" column for that 1873 August, Hanna began to run out of ways to describe the fog: dense fog, thick with fog, fog and rain, fog from land, and finally after his nearly continuous 70-plus-hour fog slog, he resorted to his exclamation marks, and then ditto-ed them the following day.

1873 was Hanna's first year at the Two Lights station, having moved up the coast from his previous U.S. Lighthouse Service posting at Pemaquid Light. A Civil War veteran, he would become famous for a daring winter rescue of two seamen off a schooner that was driven ashore just below Two Lights in January, 1885, for which he received the Gold Lifesaving Medal. (And ultimately, in 1895, the Congressional Medal of Honor for his heroism under fire at Port Hudson, Louisiana in 1863.)

So Hanna had the right stuff (the Coast Guard has also named a buoy tender after him), but in 1873 all that lay ahead, and he had just taken the Two Lights station over the protests of the previous head keeper James Mariner, who had been there since 1861. Like most postings in government service, politics and personal connections undoubtedly played a part though the details of the succession are not clear. Mariner's final entry in the March 1873 fog log, unlike his customarily tidy copperplate-inked lines, was written passionately in pencil, as if headed out the door: "*Mr. Hanna from Pemaquid Light Station will take my place, but not with my consent. I am no longer a Republican.*" Hanna's somewhat jumbled, non-descript entries pick up on the same page with nary a backward glance.



Unlike the hero who supplanted him, much less is known about keeper James Mariner, but by great good fortune about three-plus years of his logs, from January 1863 through March 1867, allowing for some gaps and damage, have been preserved at the Cape Elizabeth Historical Preservation Society. (CEHPS has graciously allowed us to photo-reproduce many of log's pages to create a facsimile for *Into the Lantern*.) A 19th century keeper's primary log (the fog log was secondary) was the *United States Lighthouse Establishment Daily Expenditure General Annual Account of Stores, Illuminating Apparatus, Fixtures, and all other Public Property*. In Mariner's careful cursive script the time of lighting, the time of extinguishing, the length of time lighted (slowly increasing or decreasing with the changing daylight), the daily quantity of oil consumed (over 2 gallons per night in winter, 5 quarts in summer), the number of chimneys broken (roughly four per month), and the number of inches of wick consumed (24 inches avg. per week) were all dutifully noted. But it is his "*Remarks*," entered each week (not daily) that reveal his personal take on being the metaphorical and literal man in the tower, always watching the world go by his station. A few excerpts:

January 16, 1864 — "*There passed this station this day 26*

See Fog! Fog! Fog!! page 4

Current Exhibits

Through These Gates: Maine Shipyard Photography 1858-2016

On view through September 24, 2017
John G. Morse Jr. Gallery

SEE THE LIGHT: the Preservation of Midcoast Maine Lighthouses

On view through October 22, 2017
Marjorie W. Kramer Gallery



Upcoming Exhibit

Pull Together: Maritime Maine in the 1914-1918 Great War

On view through October 7, 2017 through June 10, 2018
John G. Morse Jr. Gallery

See page 4 for more.

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MAINE MARITIME MUSEUM
243 Washington Street, Bath, Maine 04530
www.MaineMaritimeMuseum.org



Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

The Best! The Greatest! The Most Exciting Ever!

Since Maine Maritime Museum's 50th anniversary, the museum has celebrated one big project after another:

- Raising the masts on the *Wyoming* evocation – *the largest wooden sailing ship ever built in America!*
- Opening the **Kenneth D. Kramer Blacksmith Shop** – *completing America's only intact historic wooden shipyard!*
- Opening the exhibit *Lobstering & the Maine Coast* – *the most comprehensive exhibit on lobstering anywhere!*
- Christening our new tour boat *Merrymeeting* – *taking passengers to Merrymeeting Bay, an inland delta unlike anywhere else on earth!*

This year we have two big projects to exclaim about:

- Opening the first addition to the Maritime History building since 2002 that will house the exhibit *Into the Lantern: A Lighthouse Experience* – *the only dynamic lighthouse exhibit experience of its kind!*
- Bringing home *Mary E* – *the oldest wooden schooner built on the Kennebec River still sailing and the oldest Maine-built fishing schooner still afloat!*

Those are a lot of superlatives! The largest, the most, the only, the oldest! In marketing, there's a saying that the fastest way to kill a mediocre product is with great advertising, and there's a risk of disappointing people when the hyperbole runs high. But the plain and unembellished truth is that Maine's maritime heritage is full of people, places, and things that merit this language, and MMM is committed to telling these stories in ways that convey how truly extraordinary they are. We hope to never disappoint our visitors, so when we say an exhibit is "unlike anything you've ever seen before," and that we are bringing back the oldest Maine-built fishing schooner still sailing, we mean it!

Come visit this summer and you will find both quiet moments of learning and discovery and also a few "wow" moments of amazement. This is Maine... the rest is history.

Amy Lent
Executive Director

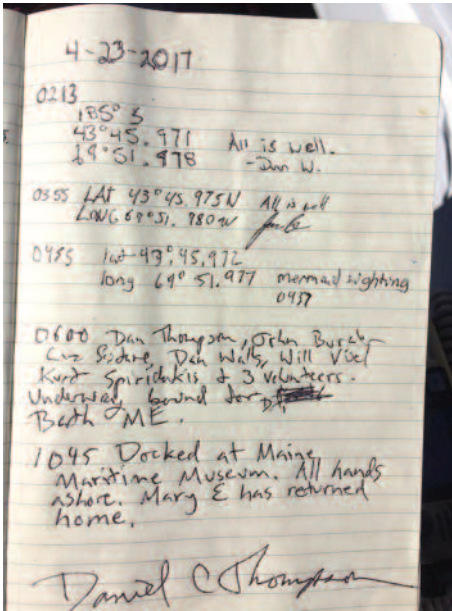
Chris Timm Joins Curatorial Staff

Christopher Timm, who started as an exhibit intern last summer, has now joined the museum full time as a Curatorial Associate. Chris previously taught art history at Florida State University for seven years, and has presented research at a variety of institutions, including the University of Pennsylvania, Simon Fraser University, and the University of Oxford. His background in technology and experience design also resulted in collaborations with Walt Disney Imagineering. "I could not be more delighted to join a museum I grew up exploring as a kid. It's been an even greater privilege to work alongside Chris Hall, Curator of Exhibits, as an "Assistant Lightkeeper" for the *Into the Lantern* exhibit. It is a joy to learn (and make) something new every day and I'm excited to find creative ways to share our collections with our guests. And with our staff and volunteers, the future of this museum is indeed bright—it's not just the Fresnel lens..."



Welcome Home, *Mary E*!

On Sunday, April 23, almost 800 people gathered at the museum to celebrate the historic homecoming of the schooner *Mary E*. Visitors cheered her on as she made her way up the Kennebec, and had a chance to go on-board for a closer look after she docked at the museum. A couple weeks after her arrival, *Mary E* was hauled out and her restoration will be completed in the museum's shipyard over the summer. Built in 1906 in Bath, she is believed to be the oldest Bath-built schooner still sailing, and the oldest Maine-built fishing schooner still sailing. See more about the *Mary E* project on page 9.



From the *Mary E* ship's log, April 23, 2017.



A group of museum friends all named "Mary E" gathered on the dock for a special photo opp!



Mary E arrived at the museum to cheers and cannon fire at around 10:30 am.



Visitors gathered on the dock to witness the historic homecoming. Photo by Yves Feder.

Around the Museum



Craftsmen Eric and Luke Winne install the pedestal they built to support the second-order Fresnel lens in the new exhibit *Into the Lantern* as Curator of Exhibits Chris Hall looks on from below.



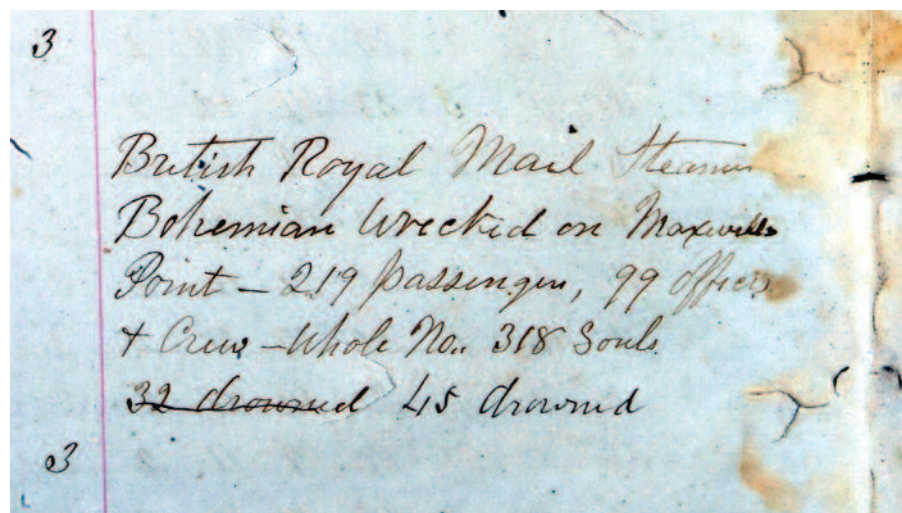
At a celebration of his 46-year career at the museum, Curator Emeritus Nathan Lipfert was presented a key to the library, which has been officially named in his honor.



RSU1 students had a pizza party in Sewall Hall to celebrate the opening of *Commerce, Culture, Community: The Sewall Family Shipbuilders*, an exhibit inspired by research conducted by the students as part of the museum's educational program, *Sense of Place*.

Fog! Fog! Fog!! (continued from page 1)

brigs, 8 barks, 88 schooners, 1 sloop, one steamer – the greatest number of square riggers that ever passed in one day as per record.”



February 22, 1864 – “British Royal Mail Steamer Bohemian wrecked on Maxwell’s Point [half a mile north] 219 passengers, 99 officers and crew – whole No. 318 souls ~~32 drowned~~ 45 drowned.” [Mariner was witnessing one of the worst shipwrecks on the Maine coast. Many of the victims were Irish immigrants and were buried in South Portland.]

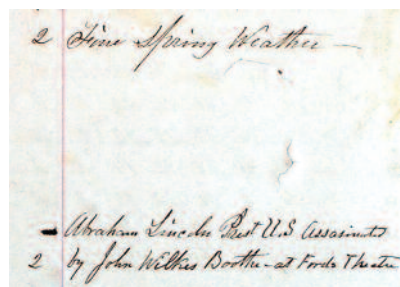
March 6, 1864 – “Heavy gale of wind from E.S.E. Steamer Bohemian breaks up. Great quantities of goods drift ashore. 100 vehicles of all descriptions here Monday morning. 500 to 800 persons on the shore picking up goods.”

August 14, 1864 – “U.S. Gun Boat Pontoosuc bound in.”

November 4, 1864 – “A short but powerful S.E. gale uprooted three trees on the Light House grounds.”

January 6th, 1865 – “New York packet steamer burnt off this station. Five lives lost. Steamer towed into the City by a Wood Island fishing schooner.” [This steamer was the *Potomac* on its approach into Portland. The fire (all too common in steamers) started at 4:30 in the morning, engulfing the vessel before the fire pump could be started. Nine miles off the Cape, Mariner would have easily noticed the conflagration in the darkness.]

February 27th, 1865 – “The smallest number of vessels passed this station this month then there has in any previous month for the last four years.”



April 14th, 1865 – “Abraham Lincoln President U.S. assassinated by John Wilkes Booth at Ford’s Theater.”

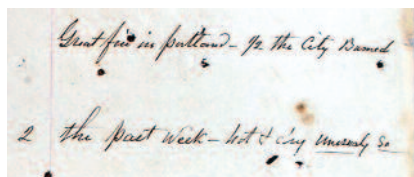
June 3rd, 1865 – “Tornado destroyed the walk to the light.”

July 8th, 1865 – “Fine weather for all kinds of work.”

August 11th, 1865 – “A large fleet of mackerel catchers off this station – Fine weather generally.”

September 22nd, 1865 – “First catch of herrings of any amount.”

January 7th, 1866 – “Coldest day of the year thus far throughout the U.S. Ther[mometers] ranging from 10° to 36° below zero. 10° below at this Station – Portland harbor frozen up thoroughly from Vaughn’s Bridge to Peak’s Island in 3 days – Unusual.”



July 4th, 1866 – “Great Fire in Portland – ½ the City Burned.” [This would have been an extraordinary sight when viewed from Two Lights, an enormous plume of smoke seen billowing up to the northeast

beyond Portland Head Light as the rising west wind pushed the fire along the waterfront and up toward Munjoy Hill through the night.]

December 7th, 1866 – “Remarkable weather – No frost or snow and as warm as April.”

To be sure, most of James Mariner’s remarks touch upon the weather; the salvation of mariners on the waters at his doorstep was his business and the weather his steadfast opponent. But his observations also subtly reveal his appreciation of his place in the greater maritime chess game, throwing his great light out each night to shepherd a never-ending stream of vessels on to their next port.

The poet Robert P.T. Coffin, in his introduction to *The Lighthouses of Maine* by Robert Thayer Sterling (1935) speaks to the life of the keeper: “The sailors who go around the earth see strange and fine things; but the sailors who live in the white masts that do not move, on the frozen ships that warn off the mobile from dangerous shores, though they live in a monotone that may undo some small minds, see great sights, too, and go among wide waters. For the seasons flow past them as they lie still, and the nights and days and winds and storms, never twice the same, and full of the music of eternity.”

Coming soon... Pull Together: Maritime Maine in the 1914-1918 Great War

On view October 7, 2017 – June 10, 2018

The significance of naval and merchant ships, and by extension the shipyards that built them, was more uncontested in the unprecedented searing magnitude of the first World War – when land armies had yet to become highly mechanized, and air power was a novelty – than it was in the grim repeat of WWII. Bath and other Maine coastal communities with long-standing shipbuilding reputations felt the war-fever flush of national attention (and cash) as America finally surged into action, declaring war against Germany on April 2, 1917 after three years of indecisive neutrality.

Pull Together will examine Maine’s contributions (and losses) of ships, resources, and personnel in the Great War, including Bath-built vessels and the service careers of Maine-born mariners and Maine-built ships of all kinds. Other related topics will include life in the “delirium” of wartime Bath as revealed in contemporary newspapers, propaganda, posters, photography, and other original collection sources at Maine Maritime Museum.



Burnell Poole, 1918 (detail). A Fast Convoy: USS Leviathan Escorted by USS Allen (DD-65). The Allen was one of a handful of Sampson-class destroyers built at Bath that were completed soon enough to see action during the war. Courtesy of Naval History and Heritage Command.

Retrospect and Prospect: A Curator's Discovery



by Anne Witty,
Chief Curator

The 45th Annual Maritime History Symposium is now, well – history. The 2017 edition of this perennial event took a departure from topical themes, and invited participants to enter into the curator's realm of research and discovery. This column looks at the discoveries shared at this year's Symposium, with a few added reflections about what makes curatorial work exciting and rewarding.

Maritime history is a field with many areas of specialty and multiple subjects to explore, among them shipbuilding, voyaging, exploration, war, maritime entrepreneurship, life at sea, fishing, economics, and more. To investigate these topics, curators research objects and archives as well as the historical and artistic context for those things. Connoisseurship — the skill of looking at art or objects or manuscripts with the knowledge of technique and context that leads to an expert understanding — results from years of this kind of research and examination. Yet research and connoisseurship can sometimes take a back seat to the daily demands of public service and administrative tasks that keep a modern museum running.

For this year's Symposium, Senior Curator (now Emeritus) Nathan Lipfert, who has organized the event for much of its long run, invited curatorial colleagues from other maritime museums to share a "discovery." Each curator offered a different perspective on the many research processes that we apply to objects, archives, and the myriad stories of our maritime heritage. This year's talks also revealed the strong curiosity that drives maritime curators deeply into esoteric areas of technical knowledge. Many of our "discoveries" begin as mysteries to solve. The result is stories that cross time, place, physical substance, and the history of human maritime enterprise.

The day began with two impromptu talks, due to the unexpected absence of an invited speaker. A guest appearance from Executive Director Amy Lent told the story of the 1906 schooner *Mary E* and her return to Bath just a few days earlier, with images from the schooner's long history. Speaker Eric Ruff, Curator Emeritus of the Yarmouth County (NS) Museum, then took us along on a delightful illustrated narrow boat tour of Britain's industrial-era canals -- a vast network that was instrumental in moving finished high-value goods such as ceramics from inland production sites to seaports for shipment across the oceans.

Cipperly Good, who is Collections Manager at the Penobscot Marine Museum in Searsport, Maine, tracked a mysterious collection of Revolutionary War era artifacts back in time and place from their current home at Maine's L.C. Bates Museum to their origins at the Battle of Valcour Island on Lake Champlain. Her geographical and historical detective work answered the question of how those objects wound up so far away from their origins — in a collection more noted for its natural history specimens than for objects of maritime history.

Faced with a curious juxtaposition of time and place, Paul O'Pecko examined an illustrated journal kept by a British naval officer. O'Pecko is Vice President for Research Collections and Director of the G.W. Blunt White Library at Mystic Seaport. He came across sketchbook-diaries kept by Commander W.H. Coates aboard a small minesweeper during World War One. Coates recorded his eyewitness accounts of the landings at Gallipoli in April 1915, using the imagery and language of "Ye Olde" seventeenth century. Paul took a biographical approach to Coates' life, with an interesting coda on the power of social media to bring family members into contact with the Museum.

Anne Witty, now Chief Curator at Maine Maritime Museum, also spoke of papers and objects coming together from diverse sources. The Canadian Arctic Expedition's ship *Karluuk* was lost to Arctic sea ice in 1914. Her captain, Robert A. Bartlett, and Inupiat hunter Kataktovick journeyed hundreds of miles to and down the Siberian coast to signal the need for rescue. Bartlett folded two charts into his skin parka. The discovery of one of these charts, recently donated to the

Arctic Museum at Bowdoin College, reopened the tragic but heroic story, and led to additional primary papers that had seemingly been lost.

Eric Ruff's formal talk was a lively account of his research on some curious details he noticed in a painting of the bark *Mizpah* of Yarmouth. Why was there a man in the water? What was being depicted in this unconventional portrait of a vessel besieged by weather? Through persistent delving into a variety of sources, he discovered a great deal about the voyage, business relationships, and the unusual custom of painting a moment of near-crisis.

The day's finale was offered by Nathan Lipfert, who recently became Curator Emeritus after 46 years at Maine Maritime Museum. Mention has been made of horning poles in earlier editions of *The Rhumb Line*, and Nathan led the audience along on his years-long journey of discovery centered on these obscure but important tools for wooden shipbuilding. Over time, he has examined several examples and researched their practical application in the local shipyards -- piecing together the various ways these objects arrived in the collections.

At the end of the day, one participant wrote, "Now I know more about what a curator does!" But curators form an esoteric tribe, to be sure. Ask any one of us what we do, and the answer varies widely from curator to curator, museum to museum, day to day — even from hour to hour. The daily duties of curators at an art or anthropology museum are quite different from those at a maritime or history museum — not to mention the duties of a curator of exhibits or research. Without giving away too many of the secrets that make our trade delightful, any curator's work combines object examination, research in primary and secondary sources, desire to obtain and display "treasures" for the collections, diplomacy, patience, esoteric and broad knowledge, curiosity, and an instinct for detective work. The fictional Sherlock Holmes would have made a fine curator, as he was endlessly curious, observant, and knowledgeable about the most unexpected things.

Quite some time ago *History News* reprinted an amusing piece from the Texas Association of *Museums Quarterly*. I ran across a copy of this "Curators' Aptitude Test" recently, and was struck at how well it illustrates (using calculated exaggeration) how commonly museum curators are asked to solve problems well outside their knowledge base. For example, here are some test questions. For Epistemology: "Take a position for or against truth. Prove the validity of your position." Modern Physics: "Produce element 107. Determine its half-life." The hyperbole makes for good jest, of course — but the test ran to sixteen questions, each worthy of a lifetime of study... if not completely unanswerable... and all to be answered in 4 hours. (For extra credit: "Define the universe. Give three examples.") Only a curator could laugh at this... an uncomfortable laugh tempered with the recognition that a hyper-prepared history nerd with scientific expertise, detective superpowers, and a connoisseur's nose is not too far off the mark in describing those in our esoteric but satisfying occupation.

In closing, a few more words about Symposium. To many people who have attended this event over the years, Nathan's name is practically synonymous with the Maritime History Symposium in its many guises and iterations. From deciding on a theme to inviting speakers to settling logistical details, the organization is a considerable task. Thanks to Nathan, his predecessors in the enterprise, and the entire Museum staff for creating a substantial and enduring tradition. Each spring's gathering to consider the maritime stories and objects that impassion historians and curators shares that passion with old friends and new audiences.

Gauging from audience reaction, this year's Maritime History Symposium succeeded in offering an engaging glimpse into the curator's world of exploring the maritime past and its people through research based in museum and library collections. A museum — whatever its focus, stories, or programs — is built on its collections, and the knowledge and care of those collections is the curator's realm.

Stay tuned on these pages for further curator's discoveries.



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Helping to Keep the Museum a Viable Resource



by **Bonnie Beck,**
Trustee

Before joining the Board of Trustees at the museum, I was a volunteer for 15 years. I greeted visitors and served as a docent at the Donnell House. Visitors would always tell me what a gem they found the museum to be. They always enjoyed their time, and if they were from close locales would make a point of saying they would be back. Visitors from afar would have their visit to the museum and the state of Maine etched in their minds as a memorable experience.

Estate planning makes a person stop and think about the institutions that have been meaningful to them. I am including the Maine Maritime Museum in my planning

because I, too, see it as a gem and want to help to keep it a viable resource. School children are able to enjoy dynamic learning experiences in the Boatshop. Scheduled classroom visits help them acquire historical facts and feel a sense of place. Folks interested in maritime history frequently visit the library. Visitors become aware of coastal industries, as well as shipbuilding.

I encourage everyone to think about meaningful institutions and do what they can to help ensure that these places are available to future generations.

If you are interested in making a planned gift to Maine Maritime Museum, please contact Peggy Schick, Director of Development, at 207-443-1316 ex. 327 or schick@maritimeme.org.

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serve into the development; the HG Hockey team; there are scores of documented HG stories that exemplify active living among the hundreds of interesting folks who live here.

Pick up one of our award-winning HG Lifestyle newsletters at Maine Maritime Museum. And you can go to HighlandGreenLifestyle.com to find years of archived newsletters, the weekly HG Lifestyle Blog, hours of video, and much more. Enjoy!



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Heather Perry Photography
Henry and Marty
Holden Agency Insurance
The Inn at Bath
James Place Inn
Kennebec Inn
Kennebec Tavern & Marina
Knead Thyme Catering
Land's End Gift Shop
Le Garage

Lexi Lowell Photography, LLC
Lie-Nielsen Toolworks
Lisa Marie's Made in Maine
Lobster Talk
Mae's Cafe & Bakery
Maine Lobstermen's Association, Inc.
Mid Coast Hospital
Monhegan Boat Line
The Mooring Bed and Breakfast
Morton Real Estate
Mulberry House
The Music Man DJ Service
The Mustard Seed Bookstore
New England Tent and Awning
New Meadows Marina
Now You're Cooking
O'Hara Corporation
Plant's Seafood
Plimsoll Mark Capital
Portland Discovery Land and Sea Tours
Red Cloak Haunted History Tours
Red's Eats
Roger's Ace Hardware
Sarah's Cafe & Twin Schooner Pub
Schooner Eastwind
Seacoast Catering and Lobster Bakes
Seawicks Candle Company
Sebasco Harbor Resort
M.W. Sewall
Shelter Institute, Inc.
Simply Elegant Catering
Sitelines, PA
soggy dog designs photography
Solo Bistro
Soule Soule & Logan
Sparloft Arts
Spinney's Restaurant, Guest House
& Cottages
Springer's Jewelers
Stone Cove Catering
Taste of Maine Restaurant
Theriault Marine Consulting, LLC
Topside Inn
Trillium Caterers
Verrill Dana LLP
Vigilant Capital Management, LLC
White Cedar Inn Bed and Breakfast
Wilbur's of Maine Chocolate Confections
Woodex Bearing Company, Inc.

Binnacle (\$100)
Our non-profit partners
The Apprenticeshop
Big Brothers Big Sisters of Bath/Brunswick
Boothbay Harbor One Design Association
Bowdoin International Music Festival
Bowdoinham Historical Society
The Carpenter's Boat Shop
Casco Bay Council Navy League
Cathance River Education Alliance
Chewonki Foundation
Downeast Ship Modelers Guild
Elmhurst, Inc.
Frances Perkins Center
Friends of Merrymeeting Bay
Friends of Seguin Island Light Station
Friends of Windjammer Days
Gulf of Maine Research Institute
Historic New England
Holbrook Community Foundation
Hyde Schools
Kennebec Estuary Land Trust
Kieve-Wavus Education, Inc.
Main Street Bath
Maine Antique Dealers Association
Maine Built Boats, Inc.
Maine International Trade Center
Maine Island Trail Association
Maine Maritime Academy
Maine State Aquarium
Maine State Music Theatre
Maine's First Ship
Maritime Funding Association of Maine
The Mars & Neptune Trust
Osher Map Library
Owls Head Transportation Museum
Penobscot Marine Museum
Portland Public Library
Sagadahoc Preservation, Inc.
Seacoast Science Center
Spectrum Generations
Squirrel Point Light
Wiscasset, Waterville & Farmington
Railway Museum
Bath Area Family YMCA

Upcoming Events

Grand Opening *Into the Lantern: A Lighthouse Experience*

June 17, 10 am to 3 pm
Adults \$6; kids under 12 FREE



Join Maine Maritime Museum as we celebrate the opening of our latest permanent exhibit *Into the Lantern: A Lighthouse Experience* (see page 1). Feel what it's like to stand at the top of a lighthouse overlooking Casco Bay with the wind in your hair and the sound of crashing surf below — be one of the first to experience this truly unique exhibit! Chat with representatives from more than a dozen Maine lighthouse organizations to learn what makes each light unique, plus, the museum will offer discounted cruises and lots of lighthouse-themed games and activities for the kids. We'll end the day with a Lighthouse Lovers Cruise.

Explore Maine's Lighthouses

Seguin Island Lighthouse Cruise and Island Exploration

July 11, August 11, and September 9, 10 am to 3 pm
Members \$56; nonmembers \$70

The Seguin Island Light Station was commissioned by George Washington in 1795 and is Maine's tallest and second-oldest light station. Travel by bus from the museum to Phippsburg to board a narrated cruise to Seguin Island, where you'll be rowed to shore to begin your exploration. Tour the island's trails, get an inside look at the keeper's house and museum, and climb the light tower to see the first-order Fresnel lens and breathtaking views from the top of Maine's highest light. Representatives from Friends of Seguin will join us to share the story of the light.



Atop Portland Head Light

July 12, 3:30 to 5 pm
Members \$24; nonmembers \$30

Built in 1791, Portland Head Light is Maine's oldest lighthouse and one of New England's most photographed locations. Tour the museum located inside the Keeper's Quarters, then enjoy a truly rare opportunity to climb the spiraling staircase of the

80-foot tower to take in the breathtaking views from inside of the lantern atop the tower as your guide points out various landmarks. Space is very limited, advanced reservations required. The climb to the top of the tower is strenuous and may not be appropriate for those with health issues or who are uncomfortable with heights.

Lighthouse Lectures

Sponsored by The Margaret E. Burnham Charitable Trust
Lecture fees: \$5 members; \$7 nonmembers

The Architecture of Maine Lighthouses with Kirk Mohnney
June 21, 6:30pm

Halfway Rock Light: One Man's Passion with Ford Reiche
July 19, 6:30pm

The Lighthouses and Keepers of Cape Elizabeth and Casco Bay with Jeremy D'Entremont
August 16, 6:30 pm

From Sentinels to Symbols: Maine Lighthouses as Tourist Attractions with David Richards
September 20, 6:30 pm

Lessons Learned from Preserving Maine's Lighthouses with Bob Trapani
October 18, 6:30 pm

Special Cruises

Windjammer Days Cruise (6 hours)

June 28, 10 am
Member \$50; nonmembers \$62; 6-12 years \$40; under 6 \$5

A unique opportunity to be at sea right in the middle of Maine's famous fleet of Windjammers! Cruise to Boothbay Harbor aboard the museum's cruise boat Merrymeeting, explore the town then re-board for a close-up look at Maine's Windjammer Fleet. A wonderful photo opportunity and a truly remarkable spectacle!



Fireworks Cruise (2 hours)

July 4, 8 pm
Member \$36; nonmembers \$45; 6-12 years \$29; under 6 \$5

Cruise along the Kennebec River's Long Reach and see Doubling Point Lighthouse, the historic Percy & Small Shipyard, and Bath's colorful waterfront. Enjoy your favorite beverage and spectacular on-the-river views of the annual Heritage Days fireworks!

Lighthouse Legends and Lore (3.5 hours)

Sundays September 5 through October 29, 2-5:30 pm
Member \$52; nonmembers \$65; \$42 6-12 years; under 6 \$5

Explore the legends and lore of Midcoast Maine's lighthouses including a shore landing at the historic Burnt Island Light. Your adventure will be guided by Red Cloak Haunted History Tours. Up to seven lighthouses can be seen, depending on weather and sea conditions, including Doubling Point Light, Hendrick's Head, Seguin Island Light (*from afar*), Ram Island Light, and The Cuckolds. The visit to Burnt Island will include landing for an up-close look at the keeper's house and the majestic tower.



New this fall!

Pints on the Pier
September 30, 5:30-8:30 pm

Members \$44; nonmembers \$55



Sample some of the best local brews available while enjoying live music performed by the Squid Jiggers. A spectacular sunset over the Kennebec River sets the tone for enjoying Maine's finest hand-crafted beers while listening to The Squid Jiggers a Maine-based folk duo that found their roots in traditional songs of the sea. Don't miss this party on the pier!

The Shipyard Comes to Life



by Kurt Spiridakis,
Director of Watercraft and Traditional Skills

The restoration of the schooner *Mary E* is underway! Following a fairly smooth journey from New York to Maine and a warm welcome home on April 23, work began on prepping *Mary E* for her six-month restoration. Her rigging and masts were removed and she motored to Robinhood Marina in Georgetown to be hauled out. On May 9, *Mary E* was delivered by truck to her summer home in the Preservation Pavilion, generously sponsored by Highland Green. Shipwright Andros Kypragoras and his crew are hard at work on the restoration, which will include replacing the decking and deckhouses, as well as some of the planks above the water line. Visitors can get an overhead view of the action thanks to our viewing platform, sponsored by Kennebec Equipment Rental. Visit this summer and see all of the incredible work being done in the Percy & Small shipyard!



The final truss on the *Mary E* Preservation Pavilion was raised on May 2. Thanks to Highland Green for sponsoring the pavilion!



On April 27, *Mary E*'s masts and bowsprit were removed in preparation for transport to Georgetown.



The observation platform, generously sponsored by Kennebec Equipment Rental, provides an aerial view of the work happening on deck.



On May 9 *Mary E* arrived by truck.

Boatshop Workshops

Adirondack Chair Class

June 21 & 22, 5 to 8 pm

Members \$130; nonmembers \$162

Learn to build a comfortable and eye-catching Adirondack Chair using the same cedar the Boatshop uses to plank boats! Constructed with durable deck screws, these chairs will last a lifetime with minimal maintenance. No experience is necessary and patterns will be available to take home.



Stitch-and-Glue Kayak Class

August 28 to September 2, 8 am to 5 pm

Members \$550 plus cost of a kit; nonmembers \$688 plus cost of a kit

Work for one week under the guidance of local boatbuilder Eric Schade to build your very own kayak or canoe. This class uses commercially made stitch and glue kits by Chesapeake Light Craft; several styles are available. **Eric Schade** is a local boatbuilder who has designed numerous boats offered by Chesapeake Light Craft, including their most popular model, the wood duck. Eric has taught boat building classes up and down the East Coast, most notably at the Wooden Boat School. He has led the construction of over 200 kayaks and canoes.



Upcoming Events

**SEA Time Lecture,
“Maine Trades”**
June 9, 9:45 am-12 pm

**Launch! A Maritime Festival,
Kennebunk**
June 16

Into the Lantern Grand Opening
June 17, 10 am-3 pm

Volunteer Picnic
June 22, 5-7 pm

**SEA Time Lecture,
“Deep Water Ship Masters”**
June 23, 9:45 am-12 pm

**Windjammer Days,
Boothbay Harbor**
June 28:

**SEA Time Lecture,
“Maine Ships and Shipbuilding”**
July 7, 9:45 am-12 pm

Shipyard Stories from MMM Volunteers: Part II!



by Sarah Timm,
Volunteer Coordinator

Welcome to part two of our celebration of volunteers who contributed to the shipbuilding and boatbuilding industry. The featured volunteers' range of experience is a testament to how complex the industry has grown. Project management, technology and electronics, training, and sales are all represented below. Thank you to all the volunteers who submitted their stories and photos – you are part of a long legacy of shipbuilding in Maine.

Jeff Tarbox, Percy and Small Guide/BIW Trolley Guide/Donnell House Docent, BIW – 10 years; Contractor for BIW – 7 years

I started work as a Production Planner at Bath Iron Works in Sept 1986, on the Long Range Planning team. Our function was to create the high-level time-phased (by month) manning plans, by trade or department, for the labor hours required to build each ship. We combined the manning plans for each ship into one master plan for the shipyard. At the time BIW was completing its last FFG, in the midst of building several Ticonderoga class CGs, and were starting the lead ship of the DDG 51 class, the Arleigh Burke.

To create a new manning plan we used the historic man-hours per month from previous ships, tweaked so they aligned to the major events such as Start Fabrication, Launch, Start of Combat Systems Testing, etc. It was all manual. We created a drawing for each trade, with a line with months on the X axis and hours on the Y axis for each ship. The length of the line matched the production schedule for each ship, the sum of the heights matched the total estimated required hours for that trade for each month. A drawing aide familiar to engineers, a French curve, was used to draw the line connecting the months between major milestones, where history was lacking (which it was for new CG and DDG ships). We laboriously copied these hours by month from each drawing for each trade and ship, adding them together to create a manning plan for each trade and reviewed it with the foremen. We'd make any required corrections (and there were always some) and then added all the trade plans together to create the manning plans for each ship and the overall shipyard. We were expected to perform this manual process of drawing, adding the man-hours and reviewing the plans every time there was a change in the schedule or estimate of needed man-hours for a ship! It could take weeks or months. But now with the new classes of ships causing frequent re-planning, the manpower forecasting couldn't keep up.

As a fresh MBA, who'd used a personal computer (PC) for three years, I was hired to automate and streamline this forecasting. Personal computers were just coming into use at BIW for the non-production workers, with one or two shared PCs assigned to a department or workgroup. The Long Range Planning team and I created a planning data-

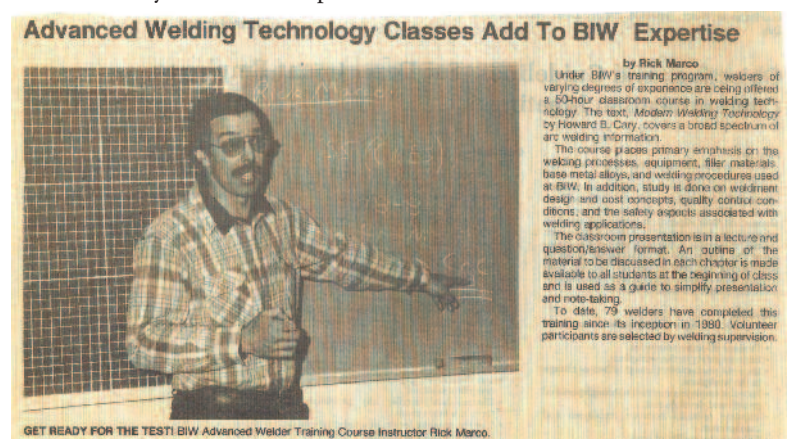
The summer season begins our celebration of our new lighthouse exhibits. A big thank you goes out to George Barker, Colleen Congdon, Peter Dublin, Susan Locsin, and Richard Rotnem for assisting Chris Hall in coordinating participants featured in *See the Light: The Preservation of Midcoast Maine Lighthouses*. These volunteers have been working tirelessly since September 2016 as MMM representatives and research assistants to help bring this exhibit to fruition. Thank you so much for your hard work!

base, and loaded our existing forecasts into the tool. But the calculations were so CPU intensive that it ran poorly on the Planning department PC. My privately owned PC was new with a more powerful 286 CPU, so I brought that into the shipyard for the team to use while we waited for the approval and purchase of a new PC.

In 1987 we had fully computerized the man-hour forecasting. Drawings and French curves were retired. We could support BIW management in evaluating the impact and consequences of potential schedule change scenarios, then quickly provide the revised man-hour plans to Finance when changes were approved (as these changes affected how BIW billed and was paid by the Navy). Our forecasts supported BIW as it grew from about 7,000 staff when I started, to well over 12,000 by 1989, with our forecasts guiding a huge hiring and training effort.

Rick Marco, Boatshop Volunteer, BIW, Welding Engineer – 33 years

Advanced Welding Technology Classes Add to BIW Expertise
By Rick Marco, published ca.1982



“Under BIW’s training program, welders of varying degrees of experience are being offered a 50-hour classroom course in welding technology...The course places a primary emphasis on the welding processes, equipment, filler materials, base metal alloys, and welding procedures used at BIW. In addition, study is done on weldment design and cost concepts, quality control conditions, and the safety aspects associated with welding applications...The classroom presentation is in a lecture and question/answer format...To date 79 welders have completed this program since its inception in 1980...”



Steve Collemer, Launch Tank Volunteer, US Navy, Supervisor of Shipbuilding, Conversion, and Repair (SUPSHIP) – 30 years

My connection with Navy shipbuilding involved the testing of shipboard electronics systems, including machinery controls and combat systems such as communications, radar, navigation, electronic warfare and satellite systems. Participation in dockside testing, Builder's Trial and Acceptance Trial for each Bath-built FFG-7, CG-47 and DDG-51 class warship was important to me. I found it particularly rewarding to demonstrate that the final product works. During my tenure, there was a rapid evolution in data processing technology and changing threats. The Navy's fight against obsolescence ensured constant changes in technology and challenges during the testing phase. I have fond memories of the return voyages up the Kennebec to Bath, and lots of stories for visitors at the Launch Tank Demo.



Bev Brown, Greeter/Donnell House Docent/Hospitality Volunteer, Maritime Skiff

Bev Brown spent over 40 years in the marine industry in such capacities as General Sales Manager for Grumman Boats, and then as the New England and Mid-Atlantic Regional Sales Manager for the OMC Boat Group. In 1991, she and her husband, Paul Hureau, founded Maritime Skiff, a manufacturer of family/fishing boats, built in Maine. After selling the company and retiring to

Topsham, Bev has been an active volunteer at the Maine Maritime Museum. She says her background in sales helps her to interact with visitors, and being a greeter and also a docent at the Donnell House brings back memories of working a boat show.

Welcome to Maine Maritime Museum: A Greeter's Perspective



Whether a visitor is a maritime junkie, a reluctant tag-along, or a landlubber from Idaho, our Greeters are there to help guests make the most out of their experience at MMM. The importance of our Greeters in providing the museum's first impression cannot be emphasized enough. Their ability to welcome visitors and tailor their overviews to specific interests and personalities all in the matter of a few seconds is an impressive skill! I asked one of our Greeters, Jan Cellana, to tell us more about her experience behind the Information Desk.

1. When and why did you decide to be a MMM Greeter?

In 2010 I responded to an ad on a local radio station. After attending a very welcoming information meeting, I began volunteering that year. I first thought I would start as a Greeter and then move to either a Donnell Docent or Sherman Zwicker Docent, but soon realized I LOVED being a Greeter and never considered changing again.

2. What is the most rewarding part of the job? The most challenging?

The rewards are huge and numerous but overall, the privilege of meeting visitors from every state in the country, many European countries, Canadian provinces and once, even New Zealand, is so enriching.

The most challenging visitors are those who arrive late... 3:30, for example, unfamiliar with the magnitude of the museum and expecting to see it in 90 minutes AND are driving south, out of Maine the same day. Of course, tours and cruises are done for the day, so this is when a brief, fast description of our not-to-be-missed exhibits is given, and self-guided tour is suggested.

3. What is the most important skill(s) a Greeter must have?

The single most important skill Greeters must have is the ability to read their audience in order to maximize their visit. This includes observing body language, age, mobility, and facial expression; it should take but seconds. The Greeter can then ask, "Have you visited our museum before? Are you visiting Maine for a few days, and are you aware that your admission entitles you to a second visit anytime within a week?" The answer to those questions will determine the length and direction your conversation will take.

4. What would you like other MMM volunteers to know about the Greeter position?

I would like the other volunteers to understand the Greeter role is both quantitative and qualitative. It is more than just handing visitors a map. It may be explaining to a visitor from Nebraska who has never been to the east or west coast, the magnitude of the P&S shipyard and its economic impact more than a century ago.

I, like many volunteers, have traveled a lot. Some of my best memories while traveling are of individuals who have knowledge and information about their communities, the best, the most unusual, out-of-the way restaurants and iconic local gems, unlikely to be found online or in a tour book. To that end, for example, if a visitor is Bar Harbor bound, and they ask for tips, I may explain the "bigger" Acadia experience, mention the charming towns, Rockland, Camden, Belfast, Bucksport along the way, and off the beaten path, Stonington and the unique Nervous Nellie's Jams and Jellies. (Bet you don't know about that gem). Mentioning Reny's and Marden's, is of course, as must. My hope is that once visitors return home, they will remember their trip to Maine fondly because someone at MMM spent some extra time to help make their trip more memorable.

5. Most memorable visitor interaction?

My most memorable interaction was with a couple from Massachusetts. I moved to Maine after living in and around Boston for many years, so I often ask "Where in Massachusetts do you live?" They said "Fairhaven," which is near New Bedford, and I said, "Really? I lived in Fairhaven, too! What street do you live on?" I asked. They answered "William Street" to which I asked, "Really? What number?!" When they told me, I learned that we would have been neighbors had I not moved! We had such fun with that.

6. Strangest question you have ever received?

Do you build battleships here?

How do you preserve the oldest Maine-built wooden fishing schooner still sailing?

Details of the preservation process itself are on page 9—that’s how you do it. The next critical question to ask is *how do you pay for it?*

The pieces of this puzzle are many and they culminate in raising \$2 million—from hundreds if not thousands of people—for the immediate restoration and ongoing preservation of the 1906 schooner *Mary E*.

Really, the pieces of this puzzle are in the hands of the members and friends of Maine Maritime Museum. Already, many of you have made gifts and helped us raise more than 25% of the goal. Thank you!

This summer, we kick-off the public fundraising.

Anyone can become a **Friend of *Mary E*** with a gift of \$19.06 or more or become a member of the **1906 Society** with a gift of \$1,906 or more. Special recognition comes with 1906 Society gifts and sponsorship gifts at higher levels. Donors who pledge \$30,000 or more join the **Masters Society**.

Gifts of any size will help ensure the full restoration of the *Mary E* and the establishment of an endowment for her ongoing care each year after she’s relaunched in 2018.

There’s almost nothing more authentic than the story of *Mary E*. **Please make a donation today!** Visit www.mainemaritimemuseum.org/support/mary-e to make a gift online or contact Director of Development Peggy Schick at schick@maritimeme.org or 207-443-1316 ext. 327 to discuss other ways to give.

Thank you for supporting this inspiring project.



Following the retirement of Senior Curator (now Curator Emeritus) Nathan Lipfert, we have decided to rework *The Puzzler* format. But have no fear *Puzzler* fans, look for a new, exciting, unique feature in this space in the next issue of *The Rhumb Line*!

Get Your Boat Raffle Tickets!

Newly restored in the Boatshop, this 12' Whitehall-style pulling (rowing) boat would make a great addition to any waterfront estate, or lakefront cabin. Originally built in 1994, and refurbished in 2016, the boat is planked in cypress, framed in oak, and trimmed in teak and mahogany. The winner will be drawn October 10, 2017. Tickets for the boat are \$5 each or five chances for \$20 and are available at the museum or online at: www.mainemaritimemuseum.org/shop.



Join or Renew Your Membership!

You may join online or complete and mail this form.

Please indicate Membership level:

- ☐ Individual \$55
- ☐ Family \$85
- ☐ Sustaining \$150
- ☐ Patron \$250
- ☐ Shipwright \$500
- ☐ Downeaster \$1,000

☐ This is a gift membership.

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STREET

CITY

STATE

ZIP

TEL

EMAIL

Please charge my membership on ☐ MASTERCARD ☐ VISA ☐ DISCOVER ☐ AMEX

CARD NUMBER

EXP. DATE

CARDHOLDER’S SIGNATURE

I have also enclosed \$_____ as a contribution to help support the museum.

Please make check payable to Maine Maritime Museum and return to:
243 Washington Street, Bath, ME 04530
Dues and other contributions are tax deductible as provided by law.